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Organization:

Title:

Comments:

To whom it may concern-

Alaska is a state too large for anyone to just walk, run or fly to really enjoy, I've lived my entire life in Alaska and since I was big enough to do so I've always rode this area. To truly appreciate Alaska you can't just see it from the air. There's something truly spectacular about sitting at the base of a mountain and realizing the sheer size in comparison to oneself. Or being out listening to the snow hit the ground and even in the freezing temps you still get a feel for what nature has to offer. It's calm it's wild and it's a place to go to be free. No one impeding on your day off enjoying the spectacle of nature. I feel every word has already been used for a reason as to why not to close and I'll take the words of a guy I idolize as a rider, as an entrepreneur, a business man and just a person, Chad Weinberg.

"I strongly oppose the loss of ANY area with which to ride my snowmachines. Every square mile lost results in less revenue for my business, less revenue for all the businesses we patronize (dealerships, gas stations, shipping companies, lodges, restaurants, etc) and an overall decline in quality of life for myself and many others like me. I live and breathe this lifestyle, this area, and these mountains. There are many, many others who feel the same. For reasons I will outline below, I support Plan B of the possible options, with modifications to possibly open more areas to exploration and recreation.

I would like to see further areas opened to motorized use such as Center Creek in Johnson's Pass and Mills Creek in between Hope and Moose Pass. There are many areas that if given and maintained an access corridor, we as a group of enthusiasts can respectfully recreate areas specifically designated for our activities. One of the benefits to these access corridors that are sometimes close to non-motorized use is that they give ease of access for rescuers or responders to injuries or avalanche burials. For example, imagine a day where skiers enjoying a day of steep descents down a mountain in those areas happen to trigger an avalanche or or an injury but cloud cover or severe weather impede a helicopter-assisted rescue. SAR or EMTs would benefit being able to reach these areas quickly on ground via established trails or corridors on snowmachine. Continued access via corridors in areas such as 20 mile and snow river provide very important access for ALL user groups.

The machines currently built are quieter, more efficient, and less impactful to terrain and resources than ever before. This is due to larger, longer tracks (more surface area combined with less weight results in significantly lesser pressure per square inch than any previous generations of machines ever built, therefore reducing the depth of trenching and digging into the snow) and many advancements in snowmachine design allowing exploration deeper into the forest, away from the road system and non-motorized users (non-motorized users typically do not exceed more than 2-3 miles at most from the road system for obvious reasons) where we can enjoy the mountains and terrain alone without impact to anyone not wanting to hear or see machines.

I am asking that you do everything you can to support my way of life, my business that contributes to the local economy, and the others who feel the same way I do. "

Thanks for your time,

Tristan Boyd